Pending cases of railway employees in CAT

2606. SHRIMATI ANANDIBEN JETHABHAI PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) what is the number of cases of Railway employees pending in the CAT and since when these have been pending in each zone, as on the 30th June, 1994;

(b) what is the number of cases where orders of the CAT were not implemented and contempt proceedings had to be filed thereon;

(c) what steps have been taken or are proposed to be taken to settle these cases, expeditiously;

(d) what steps are being taken to implement the orders of the CAT, as on date; and

(e) if not, what are the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) to (e) The information is being collected and will be laid on the Table of the Sabha.

Development of railways network in Gujarat

2607. SHRIMATI ANANDIBEN JETHABHAI PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) the details of proposals of expansion and development of railway, network in Gujarat, targeted during 1993-94 and for 1994-95; and

(b) the progress made so far?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) and (b) Information regarding new lines/gauge conversions passing through Gujarat is as under:

1993-94:

(i) Nadiad-Kapadvanj narrow gauge line converted into broad gauge.

(ii) Conversion of Phulera-Marwar-Ahmedabad taken up.

1994-95:

(i) Conversion of Phulera-Ajmer and Mahesana-Khodiyar targeted for completion by March, 1995 and the rest of the section between Ajmer and Mahesana is being progressed for completion by March, 1996.

(ii) Conversion of Rajkot-Veraval taken up.

(iii) Construction of new line between Kapadvanj and Modasa defrozen by allocation of Rs. 1 crore.

Wagon Orders to BEML

2608. DR. BAPU KALDATE: Will the Minister of RAILWAYS be pleased to state:

(a) the details of orders placed with the BEML for the manufacture of railway coaches during 1992, 1993 and 1994; and

(b) what are the reasons for decline in the placement of orders, if any, for the manufacture of railway coaches by BEML stating the extent of reduction?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) No. of passenger coaches ordered:

1992-93..... 400 Nos.
1993-94..... 250 Nos.
1994-95.....*150 Nos.

*150 Nos. were later preponed from 1994-95 to 1993-94 on BEML's request.

In addition orders for 18 DCEMU coaches were placed in 1994-95.

(b) The coach requirement of Railways depends upon passenger traffic and is need based. Growth in passenger traffic has not materialised as per plan projections which has caused reduction in the coach requirement.

The Railways place orders on other units for the requirement in excess of in-house production.

Operation of Shatabdi Trains in Northern Railway

2609. SHRI SYED SIBTEY RAZI: Will the Minister of RAILWAYS be pleased to state:

(a) whether some Shatabdi trains are operating under Northern Railway;

(b) if so, the number of each such train, frequency, distance to be covered in hours and minutes, total sitting capacity available in each train, class-wise including fare;

(c) whether the fare of Shatabdi Express trains includes breakfast, lunch, dinner, evening tea, etc.;

(d) if so, the details thereof;

(e) whether privilege pass holders are permitted to travel by these trains;

(f) if so, the details thereof and if not, the reasons therefor;

(g) whether Northern Railway propose to connect all Capitals of States & Union Territories with New Delhi, in future; and

(h) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) Yes, Sir.

(b) A Statement is enclosed. (*See* below)

(c) Yes, Sir.

(d) Details are in above mentioned statement.

(e) and (f) Yes, Sir. The permission is subject to the restrictions as regards the number of seats that can be availed on each Privilege Pass, and within the quota earmarked for Pass holders by these trains.

(g) and (h) Provision of Shatabdi Express between New Delhi and all State/Union Territory capitals is not feasible as these are intercity type of day time trains leaving the originating station in the morning and returning in the evening.

Statement

(b) and (d)

S. No	Trains No. & Name	Frequency	Distance (Kms.)	Average Journey Time		Sitting Capacity		Fares in Rs.		Catering* Charges
				Hours	Minutes	Executive A.C. Chair Car	A.C. Chair Car	Ex.A.C. C.Car	A.C. C.Car	A.C. Chair Car
1	2	3	4	5	6	7	8	9	10	11
1.	2002/2001 New Delhi-Bhopal Shatabdi Express	Daily	705	7	45	46	469	990	495	110
2	2004/2003 New Delhi-Lucknow Shatabdi Express	Daily	516	6	25	46	469	770	385	55
3.	2006/2005 Kalka-New Delhi Shatabdi Express	Daily	303	3	57½	46	469	540	270	35
4.	2011/2012 New Delhi-Chandigarh Shatabdi Express	Daily	270	3	00	46	469	500	250	35
5.	2014/2013 Amritsar-New Delhi Shatabdi Express	Daily	452	5	42½	46	469	740	370	55